



Arlington Commission for Arts & Culture

Date: Thursday, March 4, 2021

Time: 7:00-8:45p

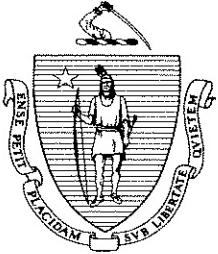
Location via Zoom: <https://town-arlington-ma-us.zoom.us/j/95092786031>

Passcode: 341261

Agenda

- - 1. Attendance, Remotely Conducted Open Meeting Ground Rules 7:00p-7:10p
 - 2. For Approval: **February Minutes** 7:10p-7:15p
 - 3. For Approval: **Nomination of Stewart Ikeda as co-chair** 7:15-7:25p
 - 4. For Discussion: **Update presentation to FinCom** 7:25-7:35p
 - 5. For Discussion: **Updates from DPCD**
Sustainable Transportation
Artist Live/Work Space 7:35-7:50p
 - 6. For Discussion: **National Poetry Month** 7:50-8:00p
 - 7. For Discussion: **COVID-Safe Performance RFP and Framework** 8:00-8:15p
Presentation to the Select Board on March 22
 - 8. For Discussion: **Fundraising for Arts in the Business Districts** 8:15-8:30p
 - 9. New Business 8:30-8:45p

Next Meeting: Thursday, April 1, 2021 at 7:00p



OFFICE OF THE GOVERNOR
COMMONWEALTH OF MASSACHUSETTS
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CHARLES D. BAKER
GOVERNOR

KARYN E. POLITICO
LIEUTENANT GOVERNOR

**ORDER SUSPENDING CERTAIN PROVISIONS
OF THE OPEN MEETING LAW, G. L. c. 30A, § 20**

WHEREAS, on March 10, 2020, I, Charles D. Baker, Governor of the Commonwealth of Massachusetts, acting pursuant to the powers provided by Chapter 639 of the Acts of 1950 and Section 2A of Chapter 17 of the General Laws, declared that there now exists in the Commonwealth of Massachusetts a state of emergency due to the outbreak of the 2019 novel Coronavirus (“COVID-19”); and

WHEREAS, many important functions of State and Local Government are executed by “public bodies,” as that term is defined in G. L. c. 30A, § 18, in meetings that are open to the public, consistent with the requirements of law and sound public policy and in order to ensure active public engagement with, contribution to, and oversight of the functions of government; and

WHEREAS, both the Federal Centers for Disease Control and Prevention (“CDC”) and the Massachusetts Department of Public Health (“DPH”) have advised residents to take extra measures to put distance between themselves and other people to further reduce the risk of being exposed to COVID-19. Additionally, the CDC and DPH have advised high-risk individuals, including people over the age of 60, anyone with underlying health conditions or a weakened immune system, and pregnant women, to avoid large gatherings.

WHEREAS, sections 7, 8, and 8A of Chapter 639 of the Acts of 1950 authorize the Governor, during the effective period of a declared emergency, to exercise authority over public assemblages as necessary to protect the health and safety of persons; and

WHEREAS, low-cost telephone, social media, and other internet-based technologies are currently available that will permit the convening of a public body through virtual means and allow real-time public access to the activities of the public body; and

WHEREAS section 20 of chapter 30A and implementing regulations issued by the Attorney General currently authorize remote participation by members of a public body, subject to certain limitations;

NOW THEREFORE, I hereby order the following:

(1) A public body, as defined in section 18 of chapter 30A of the General Laws, is hereby relieved from the requirement of section 20 of chapter 30A that it conduct its meetings in a public place that is open and physically accessible to the public, provided that the public body makes provision to ensure public access to the deliberations of the public body for interested members of the public through adequate, alternative means.

Adequate, alternative means of public access shall mean measures that provide transparency and permit timely and effective public access to the deliberations of the public body. Such means may include, without limitation, providing public access through telephone, internet, or satellite enabled audio or video conferencing or any other technology that enables the public to clearly follow the proceedings of the public body while those activities are occurring. Where allowance for active, real-time participation by members of the public is a specific requirement of a general or special law or regulation, or a local ordinance or by-law, pursuant to which the proceeding is conducted, any alternative means of public access must provide for such participation.

A municipal public body that for reasons of economic hardship and despite best efforts is unable to provide alternative means of public access that will enable the public to follow the proceedings of the municipal public body as those activities are occurring in real time may instead post on its municipal website a full and complete transcript, recording, or other comprehensive record of the proceedings as soon as practicable upon conclusion of the proceedings. This paragraph shall not apply to proceedings that are conducted pursuant to a general or special law or regulation, or a local ordinance or by-law, that requires allowance for active participation by members of the public.

A public body must offer its selected alternative means of access to its proceedings without subscription, toll, or similar charge to the public.

(2) Public bodies are hereby authorized to allow remote participation by all members in any meeting of the public body. The requirement that a quorum of the body and the chair be physically present at a specified meeting location, as provided in G. L. c. 30A, § 20(d) and in 940 CMR 29.10(4)(b), is hereby suspended.

(3) A public body that elects to conduct its proceedings under the relief provided in sections (1) or (2) above shall ensure that any party entitled or required to appear before it shall be able to do so through remote means, as if the party were a member of the public body and participating remotely as provided in section (2).

(4) All other provisions of sections 18 to 25 of chapter 30A and the Attorney General's implementing regulations shall otherwise remain unchanged and fully applicable to the activities of public bodies.

This Order is effective immediately and shall remain in effect until rescinded or until the State of Emergency is terminated, whichever happens first.

Given in Boston at 1:40 PM this 12th day of
March, two thousand and twenty.

Charles D. Baker

CHARLES D. BAKER
GOVERNOR
Commonwealth of Massachusetts



Arlington Commission for Arts & Culture

Date: February 4, 2021

Time: 7:00-9:00p

Location: Zoom

Minutes

Attending: Stewart Ikeda, Lidia Kenig-Scher, Stephanie Marlin-Curiel, Sarah Morgan-Wu, Christine Noah, Steve Poltorzycki, Beth Locke, Cristin Canterbury Bagnall, Tom Formicola, Andrea Nicolay, Ali Carter

Absent: Adria Arch, Tom Davison

Guests: Cecily Miller, Nick Castellano (Grants Committee), Ted Peluso, Karen Grossman (Friends of Spy Pond Park), Terry Holt

Meeting called to order at 7:03pm

1) ROLL CALL AND RULES OF REMOTE MEETINGS CONDUCTED DURING COVID-19

2) APPROVAL OF JANUARY MINUTES

- Minutes unanimously approved.

3) NOMINATIONS

- Stephanie Marlin-Curiel is nominated for renewal. A roll call vote of the present Commissioners was conducted, with all voting in the affirmative. Stephanie Marlin-Curiel was re-elected by unanimous agreement of the Commissioners present.

2) UPDATE FROM THE FUNDRAISING COMMITTEE

- The Fundraising Committee met on January 19 to strategize a couple of upcoming grant opportunities:
 - a. Mass Cultural Council's Cultural Initiative: This is a grant for up to \$7,500 of expenses specifically for COVID-impact recovery projects in the Cultural District and, unlike typical MCC grants, it does not require matching funds. The deadline to apply is February 19 and the funds would be disbursed pretty quickly. They are working on an application that will focus on projects they believe we will be able to execute regardless of how COVID restrictions evolve and change, including:
 - i. Artist stipends for asynchronous live performances or public art projects like the transformer boxes or art to enhance the parklets;
 - ii. Advertising, PR, and wayfinding for the CD to tell the story of the arts pivoting and thriving in Arlington during the pandemic;
 - iii. A coordinator for Spring and Summer 2021 activities in the CD.
 - b. Freedom's Way Capacity Building: This is a grant for up to \$1,500 that is focused specifically on efforts to improve remote communication or provide alternative means to engage the public, requiring a 1:1 match. On January 27, Stewart and Christine met with Patrice Todisco and Desiree Demski-Hamelin from FW to discuss ideas for the application and our eligibility, given that the Commission is not a 501(c)3. FW representatives were supportive of ideas for coordinating asynchronous performances and funding artist stipends, but the Commission

would require a 501(c)3 fiscal agent to accept the funds on the Commission's behalf. The committee is thinking through possible fiscal agent partners.

- The fundraising committee also plans to strategize outreach to potential corporate sponsors, with a focus on local real estate businesses.
- Karen Grossman suggested the Friends of Spy Pond Park is a 501 C3 and could be a fiscal agent for anything that takes place in the park.
- Chamber has a travel and tourism grant application due, a marketing project that will bring people to Arlington.
- Ali reported that the town just got a technical assistance grant from the Massachusetts Downtown Initiative, that is a local rapid recovery grant. It is about COVID responsive efforts to take some of the traffic from bikeway into the business district.
- Cecily will apply for Mass Cultural Council grant for Nilhou Moochala's spring residency. The back up project is Heights Haiku.

3) UPDATE FROM THE FIRST DEI TASK FORCE MEETING

- The task force is being led by Stewart Ikeda and includes Nick Castellano, Tomika Gotch, Terry Holt, Stephanie Marlin-Curiel, Cecily Miller, Fiona Moseley, and Christine Noah.
- The task force reviewed the operations plan goals, which include building a sustainable cultural environment that reflects the diversity of Arlington.
- 5 tasks were identified: 1) Research opportunities to engage large Japanese community 2) Find out about other town entities doing DEI work - HRC, Jill Harvey's Office, Diversity and inclusion committees, opportunities for collaboration 3) Engage diverse artists and BIPOC artists through collaborations across different towns. 4) Organize DEIA training for the Commission. 5) Researching UPI initiatives, Card to Culture, Culture RX social prescription, and similar programs to promote cultural equity in our arts organizations.
- Collaborations; Black History Month light pole banners in collaboration with the Human Rights Commission. ACAC is also collaborating with the Robbins Library and the Town's Diversity, Equity and Inclusion Division to co-sponsor "Elevating Voices of Color" program with poet Charles Coe and other speakers coming in.
- Next meeting DEI meeting is scheduled for February 21st at 5pm
- The Grants Committee is making diversity and inclusion a larger priority in the coming year.
- Stephanie had emailed the Human Rights Commission about resources for DEI training, but has not had a response as of yet. Terry offered to reach out to someone she knows on the Commission.

6) TWO RESOURCES

- MAPC launched a survey about artists and where and how they are struggling as a result of COVID 19. The Commission has been asked to help promote the survey. A story has been added to the artsarlington.org website.
https://mapc.az1.qualtrics.com/jfe/form/SV_1QRuz8Ww3Jwu1A9
- Arlington, Boston, Franklin, and Beverly are also conducting a survey to document the challenges and needs of local artists and creatives in the area during the coronavirus (COVID-19) pandemic. This coordinated approach is part of a larger effort to help municipalities chart a path to response and recovery for local arts and cultural organizations. To fill out the survey, please click here! Thank you for sharing your voice on how we can support artists now and in the future!
https://mapc.az1.qualtrics.com/jfe/form/SV_1QRuz8Ww3Jwu1A9
- MAPC will also work with public health officials to create guidelines around how to hold events safely.
- We should spread the word about the survey and urge people to fill it out whether they are artists, arts organizations or creative businesses.
- Another resource: The Mass Cultural Council, has launched a recovery and renewal series targeted toward non-profit recovery.
<https://massculturalcouncil.org/blog/introducing-the-recover-rebuild-renew-series>

7) SPRING PROGRAM PLANNING INCLUDING UPDATES FROM CECILY MILLER, PUBLIC ART CURATOR

- Lydia sent out a survey to Artlinks members about what opportunities artists want and what they were willing to do as far as live performance.

- Pop up performances may be acceptable according to state guidelines for the moment . Proposals should be sent to the public health department.
- Stewart has been participating in many kinds of meetings about how to make performance possible this spring and summer. The Commission needs to make an applied plan for some of the public art and performances and try to sync up our performance plans with the Department of Planning and Community Development plans to draw people into town or from the bike path into local businesses.
- Cecily mentioned Ria Multini, a basketball player interested in the crossover between art and sports. She suggested we could have a ref who marks the pavement with sports field markings, blows a whistle when people cross the street. Umpires, cheerleaders too.
- The spring artist in residence is Nilhou Moothala, who has been doing daily sketches during COVID. Menotomy Rocks Park and the Crusher Lot are being considered as sites. There will be a new grouping of drawings based on her interviews with frontline workers, teachers, parents, and youth, about their experiences during COVID. There will be a meeting on February 17 with the Parks and Rec committee to discuss logistics and gain permission.
- The Fox Festival will not be live this year, but instead will celebrate the movies that were made with Fox and Owl characters. There will be a scavenger hunt to 15 spots in the community, with a link to a QR code. Locations will have stickers. A mural on Fox Library wall made from recyclable aluminum stickers will launch the hunt.
- Robbins Library's Anna Litton and Jill Harvey from the DEI department are creating an archive called "Elevating Arlington's Voices of Color." The aim is to recognize the value of marginalized voices through storytelling. Cecily met with Anna and Jill to see how we could help. Cecily offered to bring artists of color as inspiration and to demonstrate the potential art that could come from this project. This could be a parallel effort to the archive. The first speaker is Charles Coe. The talk is the last weekend in February. The next talk with another artist of color will be in April and the next will be Chanel Thervil in June.
- There will be another iteration of the Haiku project in Arlington Heights. Cecily is working with local businesses in Arlington Heights. One of the workshops will be writing poetry inspired by Mass Ave ("main street") and the local businesses. Other workshops will be about friends and neighbors and another about greenspaces.
- Cecily is also planning an artist talk with Michelle Lougee about plastics in conjunction with the Spy Pond Park cleanup. Michelle will have an exhibition of work made from small recycled plastic pieces at the Boston Sculptor's Gallery. Please collect small plastic tabs, tags, caps and lids and drop them at the Greater Goods Collective for Michelle to pick up.
- Cecily will be working with Ali on the parklets. We have budgeted to have 3 artists work on the orange barriers with applied vinyl or stenciled spray paint.
- Light pole banners might result from Chanel Thervil's fall artist residency focusing on community portraits.

8) NEW BUSINESS

- The first annual multi-media event will occur at the ACA in the hallway, the first Wednesday of the month and it will be live streamed.
- The Commission received notice from the finance committee that ACAC is scheduled to appear on Monday, February 22 to do a zoom presentation. ACAC is asking for level funding of \$30,000 from the town.
- Someone from New Milford, CT, contacted Adria and Stephanie for advice about how to start doing public art projects in New Milford.
- The Grants Committee needs to plan their grant reception. As a former Co-Chair of the Arlington Cultural Council, Stephanie spoke about the goals for this event.
- Please remind people to post their events on Arts Boston.
- Anyone who wants to meet Rachel Domand who designed the new banners, there will be a virtual event on February 9th.

Meeting adjourned 8:43pm

Respectfully submitted by Stephanie Marlin-Curiel

Next meeting: March 4, 7pm



Arlington Commission for Arts & Culture Updates

March 2021

For the ACAC meeting held on [Zoom here](#) (Passcode 341261), we again anticipate spending time on required "ground rules" preamble for virtual meetings, and a shortlist of items in need of voting. In keeping with Open Meetings, these notes, [March agenda](#), and "Executive Order on Remote Participation" will be published publicly at least 48-hours before the meeting. We will circulate a Registration Process for the Meeting.

Please feel free to annotate any item with brief relevant clarification or correction, add any new business, and **ESPECIALLY NOTE** if any committee item entails a significant budget request, procedural change, or other action that requires a vote.

PRELIMINARY TO MEETING

Review this document and add comments, corrections, new business.

Review [last month's Meeting's minutes](#) and be prepared to vote on modification or approval.

All Commissioners review and understand Town's "[Remote Participation Meeting Checklist](#)" and guidelines for Zoom meetings, collected in a Google Drive folder, [ACAC Remote Open Meetings Notes and Guidelines](#).

RESOURCES

[ACAC Bylaws](#) | [ACAC on Town Website](#) | [ACAC Operations Plan](#) | [ACAC Annual Review](#)

COMMITTEE, PROJECT, AND TASK FORCE UPDATES

FY21 Commission Meetings Schedule: First Thursdays at 7PM unless quorum can't be attained. The next meeting is scheduled is **April 1 at 7PM**.

Fundraising: **Christine Noah** for the Fundraising Committee applied for and received a special one-time \$7,500 [COVIDeovid](#) mitigation grant for Cultural Districts from the Mass Cultural Council! [These funds must be used by June 30, 2021, and were awarded to support asynchronous public art projects in the CD.](#) The fundraising committee is also investigating other grant sources; and has been compiling a list of potential business sponsors who have fared well in the pandemic and may be interested in supporting such projects as utility boxes, parklets art and more as part of a fundraising campaign, [tentatively titled Sparkle Arlington](#), in collaboration with the **Chamber of Commerce**, for arts in the business districts. [Christine Noah is drafting a business sponsorship letter, and the committee hopes to start deploying these requests in the coming weeks.](#) **Cecily Miller** drafted a proposal to MAPC for Accelerating Climate Resiliency Municipal Grant Program/Winter 2021 to support a future project with artist **Tom Starr**, “Remembrance of Climate Futures”. **Steve Poltorzycki** led a [clear and effective presentation](#) to the town **Finance Committee**, along with **Cristin Canterbury Bagnall** and **Stewart Ikeda**. Discussion was cordial and while acknowledging the challenging conditions for town budgets, [FinCom unanimously approved](#) the requested \$30K funding and offered many comments appreciative of ACAC's work and the importance of arts and culture to quality of life and economic development in the town. **ACAC expresses its gratitude** to more than 20 artists, neighbors, organizations, businesses and town entities who submitted [letters of support for continued arts funding](#) in town. As a fellow volunteer-driven town committee, FinCom has expressed interest in collaborating in awesome ACAC activities such as volunteer fairs, nonprofit convenings, and even art challenges!

Arlington Cultural District – Loop Labs and **Ed Gordon**'s self-guided tour of the ACD is progressing well. Loop Lab presented a number of options for distributing the tour in various formats including mobile app, integration with ArtsArlington, and sharing on podcasting services. Discussions continue with the national **Lafayette Trail** organization regarding installing a historical marker commemorating Lafayette's visit to Arlington.

Spring Reopening Planning: **Tom Formicola** and **Cristin Canterbury Bagnall** met with **Ali Carter** to work on guidelines for the phased resumption of covid-safe public art and performance in select town spaces.

Community Engagement: ACAC's next artist in residence, **Nilou Moothala**, presented plans for her “**Reflecting on our Pandemic Experience**” installation project in a Zoom public meeting organized and led by Public Art Curator **Cecily Miller**, eliciting many appreciative comments from neighbors. ACAC co-presented a very well-attended Feb. 27 program with poet **Charles Coe**, as part of a series of occasional talks by BIPOC artists. Coe will also be leading a writing workshop in March. Artist **Rachel Domond** shared background to her **Black History Month Banners Project** in a [Meet the Artist Zoom recorded here](#). Current artist-in-residence **Michelle Lougee** will appear March 20 from 4 - 5:30 pm with fellow artist **Samantha Fields** and town Recycling Coordinator **Charlotte Milan** in an environmental-themed public artist talk, **Waste Not, Want Not**, co-presented by the Library, Sustainable Arlington, Zero Waste Arlington and the Boston Sculptors Gallery. [Register here](#). Winners of **Youth Banners Initiative 2021** “Protest and Lifting Voices” [were announced on ArtsArlington](#).

Public Art Master Plan: The Department of Planning and Community Development has recommended to the Commission that now (in the coming year) is the time to create a Public Art Master Plan in order to try to solidify our relationship with the planning Department, get artists invited to the table in capital and community development projects, and to achieve appropriate staffing and a sustainable funding stream. Stephanie has offered to take the lead on drafting a proposal for this plan including overview, background, goals, scope, deliverables, budget, and phased timeline. **Stephanie Marlin-Curiel** is also drafting a public art survey to launch the community engagement process and spreadsheet of research on other public art plans. Stephanie plans to have this work ready to submit to the Commission Co-chairs by early March for initial feedback. The proposal will then be read to be reviewed by the Commission in April.

ArtLinks: Is promoting a special [poetry collaboration exhibition](#) through March at the ACA lobby gallery, with a **March 3 -7-8PM**, Special Virtual Opening event. **Debby Lewis** is the current featured artist on Arts Arlington. The next Artlinks event will be on Wednesday April 7, 2021 at noon with Irish step dance with **Rebecca McGowan**.

Partnerships and Nonprofits: ACA will host the next nonprofit convening on Zoom on March 29.

Grants Committee: Met with almost all of the grant applicants in mid-January and has since been evaluating proposals, to be voted on on Monday, February 8; rejection letters to mail by February 13. Welcome to **Todd Brunel**, a musician and teacher, elected in January meeting.

Task force on Cultural Equity, Diversity, Inclusion and Accessibility: **Tomika Gotch** has begun to reach out to Japanese cultural organizations in town to assess cultural engagement opportunities and support needs. **Stephanie Marlin-Curiel** has been researching potential DEIA-focused learning opportunities for ACAC commissioners and volunteers. The [task force met on February 28 to check in on ongoing action items. Among other things, the task force discussed creating opportunities to provide other nonprofits and artists in town with DEIA training and resources, potentially through opening up any training that is coordinated for commissioners, in addition to collating an open-access drive with resources and materials that commissioners have come across. Christine Noah is going to set up this drive. The task force also discussed adding a land acknowledgement to the ACAC website. Nick Castellano is going to research language for that. February meeting was postponed in order to prepare for the Finance Committee presentation.](#)

Poet Laureate – Steven Ratiner continues to publish his “**Red Letter Poem**” series, and expects to do so until the end of April. This ambitious project of the pandemic has continued to inspire Arlingtonians, and delight his email and social media followers. In addition to a collaborative project with **Artlinks**, Ratiner has proposed a Zoom-based **Poetry Open Mic** in April as part of a Library- and ACAC-supported celebration of National Poetry Month.

Marketing: The ongoing effort to help town entities and artists to make use of free ArtsArlington and ArtsBoston listings is paying off, with a number of new events and businesses submitted this month, as well as increased inquiries for newsletter **ArtsArlington e-Newsletter**

announcements. **Terry Holt** has been working to find new solutions for some outdated tools impacting some ArtsArlington website content.

REQUESTED NEW BUSINESS

National Poetry Month: Andrea Nicolay

CONNECT
Arlington
SUSTAINABLE
TRANSPORTATION PLAN



DRAFT

January 2021

EXECUTIVE SUMMARY





CONNECT ARLINGTON

The ability for a community's transportation system to move people and goods effectively, efficiently and equitably is fundamental to quality of life, economic opportunity, and sustainability. **Connect Arlington Sustainable Transportation Plan** is a 20-year strategy to ensure that residents, workers, business owners and visitors are provided a safe, reliable, multimodal transportation network that meets the needs of all people of all ages and abilities.

Why is a highly connected, sustainable transportation network critical to Arlington's future?

Transportation is not just a means to an end. Yes, transportation systems link people to their jobs, goods and services, and educational opportunities essential to their daily lives; but transportation also links people to their friends and family, recreation, and to the larger community – both within and outside of Arlington borders.

Transportation is also critical to the movement of goods – locally, regionally, and nationally – that all people rely on, and increasingly for delivery of household goods directly to people's doorsteps.

Transportation also has a major impact on climate and the natural environment, whether from greenhouse gas emissions from cars, trucks and buses; from stormwater impacts from large swaths of impervious surfaces including paved roadways, sidewalks, parking lots; and from heat island impacts from these same surfaces. A truly sustainable transportation plan and implementation strategy must address all of the above in a coordinated fashion to provide both the means for people to move about as they need and to address these environmental impacts on the planet.

CONNECT ARLINGTON VISION AND GOALS

In 20 years, Arlington is a community that offers a transportation network that provides:

- **Safe facilities for all users**, no matter how they travel.
- **Mobility options that meet the needs for diverse populations** and people of all ages and abilities.
- **A pedestrian first, walk-friendly environment.**
- **A low-stress bicycle network** connecting people in all areas of Arlington on dedicated, comfortable facilities.
- **A transit rich environment** with more local and regional options, improved connections, reduced travel times and enhanced user comfort for all who live, work, and visit Arlington.
- **A system that reduces the climate impacts from travel in Arlington through** sustainable roadway design and incentivizing reduction in drive-alone trips.
- **Infrastructure and policies to support the local economy** including efficient movement of goods and services.

WHAT IS A SUSTAINABLE TRANSPORTATION PLAN?

For this plan, the term sustainable transportation refers to all elements of the system. Sustainable policies will address environmental impacts, maintenance, and resiliency, and more. However, for any transportation system to be truly sustainable, it must be designed to serve all users – young and old, those with and without disabilities and mobility impairments, and all socioeconomic and ethnic groups. It is not just about providing a complete system of pedestrian, bicycle, transit, and roadways for cars, it is ensuring that transportation facilities are accessible, convenient, and comfortable for all.

As a sustainable transportation plan, the strategy must address three key elements:

- 1) Providing all people with safe, transportation choices - multiple ways to accomplish a trip.
- 2) Reducing congestion to ensure people and goods are able to move about with minimal trip delays, which reduces productivity.
- 3) Minimizing negative transportation impacts on the environment, primarily through the reduction of greenhouse gas emissions (GHGs).

To do so requires a new way of thinking about how people and goods move about town and the region. The more people rely on non-polluting transportation options like walking and bicycling, lower polluting (per capita) options like transit, and incorporate “green” practices like electrification and sustainable infrastructure design, the more the Town will be able to meet the goals set forth in this document. Think of this plan as inverting the pyramid of transportation priorities. Whereas in the past, the car was the priority, followed by transit and then bicycling and walking, this plan aims to put more efficient and low-pollution modes first, as well as high-occupancy and commercial vehicles, and put single-occupancy vehicles lowest on the priority list because they are inefficient, polluting and create greater congestion.



CONNECT ARLINGTON PROCESS

Arlington Today

The Connect Arlington Sustainable Transportation Plan process began in January 2020. Initial tasks included analyzing and synthesizing existing conditions data about Arlington's population and workforce, and for all modes of transportation. Based on these findings, the project team identified transportation needs and gaps to be addressed in the plan.

Public Engagement

Connect Arlington was informed by the concerns, comments and suggestions of Arlington residents, business owners and workers throughout the process. Despite engagement challenges stemming from the COVID-19 pandemic, over 1,300 Arlingtonians provided feedback on the plan through online surveys, mapping exercises, virtual public forums, and focus group meetings. To ensure diverse voices were heard, outreach strategies included press releases, social media and targeted strategies to different populations including the use of door hangers to encourage participation. Feedback received ensured that the plan and its recommendations are not only informed by, but reflect the values, vision and goals of the community.

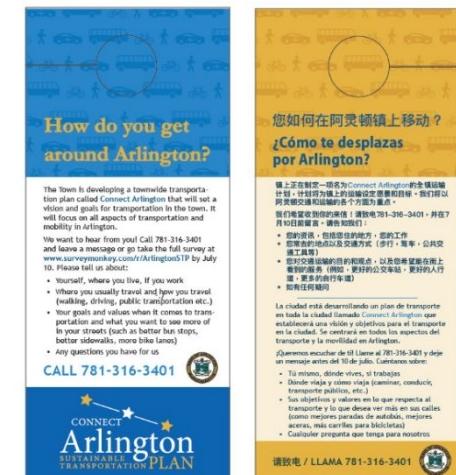
Connect Arlington Sustainable Transportation Plan

Building on the findings from the existing conditions work, and input from the public, the final Connect Arlington Sustainable Transportation Plan was developed to reflect the community's vision and goals. The final plan is presented in the below sections:

- 1) Connect Arlington Executive Summary**
- 2) Connect Arlington Fact Book**
- 3) Connect Arlington Recommendations**
- 4) Appendix**

The four documents together provide an understanding of Arlington's existing transportation system – it's strengths, weaknesses and deficiencies, how the current system operates, and a roadmap for a more equitable and sustainable multimodal future.

The following pages highlight some key findings from the existing conditions work and an overview of goal strategies. For more information, see the Connect Arlington Fact Book, and Connect Arlington Recommendations



Key Transportation Stats

Street Infrastructure				Active Transportation Infrastructure			
137 Miles <i>Of total streets</i>				132 Miles <i>(Estimated) Of sidewalks owned and maintained by the town</i>			
74% <i>(101 miles)</i> Public streets Owned and maintained by the Town				42 miles Streets Without Sidewalks <i>(On either side of street, primarily in hilly areas of town)</i>			
15% <i>(21 miles)</i> Private streets Partially maintained by the Town (e.g. plowing) and/or by property owners fronting the roadways (e.g. paving and	5% <i>(7 miles)</i> Other facilities Partially owned and maintained by the Town (e.g. cemeteries, pathways in parks)	6% <i>(8 miles)</i> State streets Owned and maintained by the State or maintained in part by the Town (e.g., plowing)		8 miles Multiuse Paths (Mostly comprised of the Minuteman Bikeway)	5 miles Bicycle Lanes	12 miles Lane Sharing Network (Informal, but designated routes)	

Key Transportation Stats *(continued)*



Transit



11 Bus Routes

7 routes

Provide
Connections to
Alewife Station
(Red Line and
Bus Connections)

2 routes

Service to Harvard
Square
(Red Line and Bus
Connections)

1 route

Connection to
Davis Square &
Lechmere/East
Cambridge
(Red and Green Line
Connections)

Connection to
Medford
(Orange Line
Connection)



Rail Access

Within short walking or biking distance

Red Line

Alewife Station near border with
Cambridge

Commuter Rail

Within ½-mile of Arlington at West
Medford (Lowell Line) and Belmont
(Fitchburg Line)

CONNECT ARLINGTON RECOMMENDATIONS

GOAL: SAFE FACILITIES FOR ALL PEOPLE

There are on average over 550 crashes per year in Arlington involving vehicles, pedestrians, and bicyclists. The Town is committed to doing more to eliminate all severe injuries and fatalities on its streets. Ensuring that people not only feel, but are safe, while walking around in paramount.

STRATEGIES:

- **Adopt a Vision Zero policy** to ensure streets are designed in a manner that prioritizes safety for all users, with a goal of eliminating traffic deaths and injuries through a holistic approach to reducing roadway conflicts.
- **Ensure all roadway design projects adhere to the Town's adopted Complete Streets policy** to ensure that all roadway projects are designed for all users – not just cars.
- **Update the Town's Complete Streets Prioritization Plan to align with Connect Arlington priorities** and projects eligible to receive grant implementation (i.e., construction) funding from the State.
- **Prioritize investments that improve safety at intersections and along road segments with the greatest user conflicts** – especially locations where multiple crashes occur – to enhance safety for all users, no matter their mode of travel.
- **Revise and implement recommended plan to reconfigure Mass Ave. in Arlington Center to enhance safety by reducing conflicts.**
- **Address safety at roadway intersections in Arlington with oblique angles, poor sight distances and confusing operations** to reduce user conflicts and potential crashes.
- **Develop educational programs that promote safe travel behaviors by ALL users.**
- **Continue to implement initiatives that enhance safety to and from schools and community facilities including Safe Routes to Schools (SRTS) projects and programs and Arlington's ADA Transition Plan infrastructure Improvements.**

GOAL: MOBILITY OPTIONS FOR ALL

An integrated transportation network with multiple mobility options must be prioritized to ensure that Arlington's residents, workers and visitors of all ages, capabilities and incomes are able to equitably move to, from, within and through Arlington. To provide mobility options for all will require a comprehensive, coordinated strategy.

STRATEGIES:

- Continue to allocate funding to implement transportation improvement projects identified in the Town's recently updated Americans with Disabilities Act (ADA) Transition Plan including sidewalk and access improvements (ramps, ADA parking, van parking) at schools, public buildings, recreation facilities and more.
- Continue to develop and implement Safe Routes to School (SRTS) projects - programs and infrastructure improvements - that aim to provide safe transportation networks for children to walk and bike from their homes to their schools.
- Explore opportunities to improve access to and increase capacity, safety, and on the Minuteman Bikeway to ensure that it remains a comfortable active transportation facility for all active transportation users – recreational or commuter – including bicyclists, runners and walkers.
- Promote car-free or car-light living by increasing and promoting shared transportation services in Arlington (including free or subsidized memberships) including car-share, bike-share and new options as they become available.
- Develop policies and guidelines (design and user guidelines) that promote the safe use of emerging mobility devices and services including e-bikes, scooters, skateboards and other micro mobility options to increase mobility options in a way that all roadway users are aware of how to safely use them, where to use them, and where not to use them.
- Expand transit options to Arlington residents and workers through local shared transportation programs and services to provide enhanced, efficient connectivity to and from neighborhoods not proximate to MBTA services, including through locally funded transit services and partnerships with mobility providers (e.g., micro-transit) and neighboring communities.

GOAL: A PEDESTRIAN FIRST, WALK-FRIENDLY ENVIRONMENT

The most important element of any transportation network is the pedestrian realm. It is the only mode of travel that is a part of every trip, whether it is all on foot or at the beginning or end of a car, transit, bicycle or other mode. It is also the most equitable trip type in that the pedestrian realm can be used by all at no charge. As such, ensuring that all of Arlington is connected by well-maintained pedestrian infrastructure is paramount.

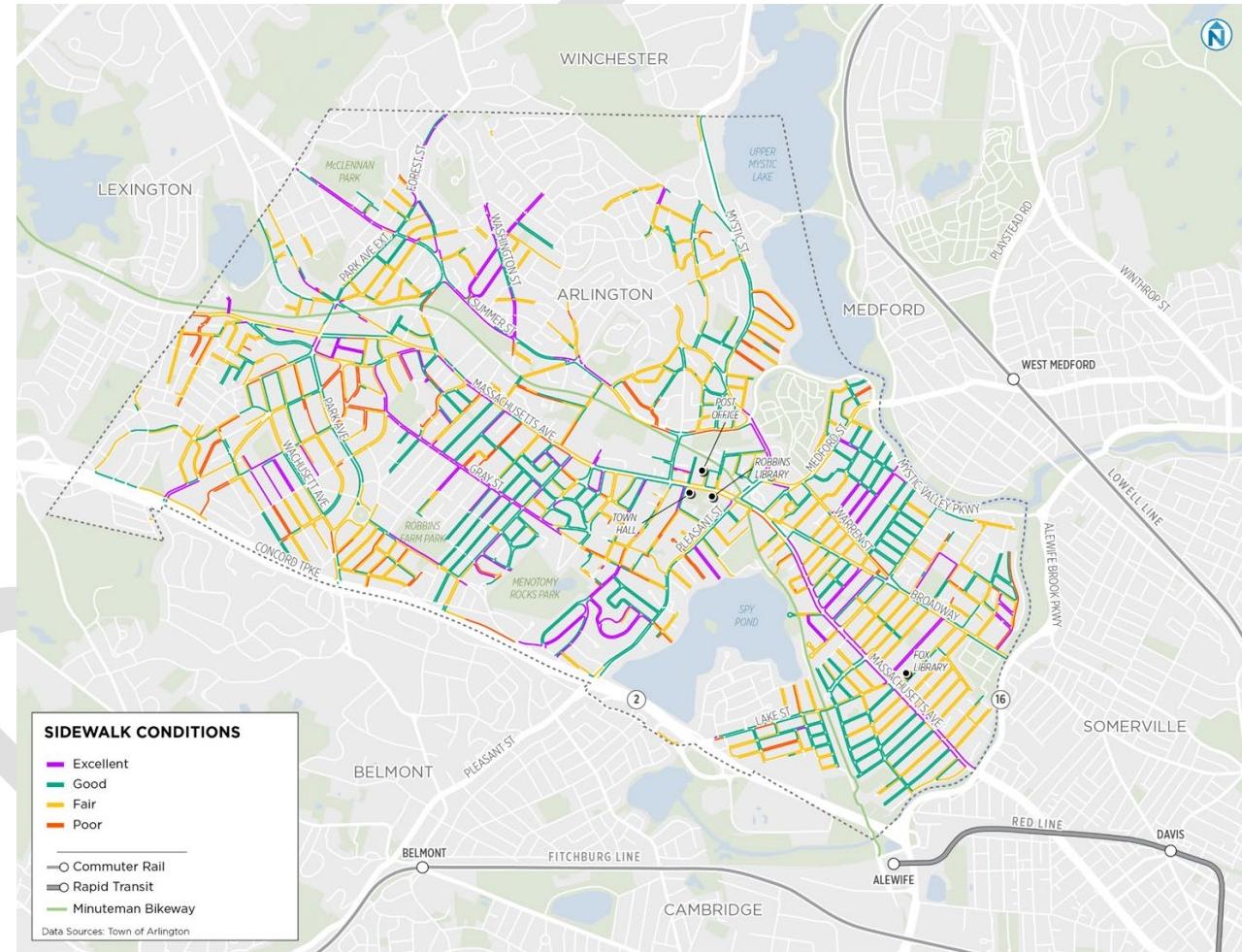
STRATEGIES:

- **Create and implement a sidewalk improvement program** to fill in pedestrian network gaps and ensure all sidewalks throughout Arlington are in good condition, free of tripping hazards, and fully ADA compliant.
- **Continue to ensure all pedestrian facilities are fully accessible, ADA-compliant and maintained** to provide equitable access for all, no matter their capabilities.
- **Redesign intersections where pedestrian safety is compromised** due to poor site distances, complicated angles and design that expedite vehicular travel over pedestrian safety (e.g., slip lanes).
- **Expand and maintain the existing street tree canopy to improve pedestrian safety and comfort** by providing cooling shade for pedestrians, and through safety strategies to address sidewalk damage caused by tree roots.

SIDEWALK IMPROVEMENT PROGRAM

Proactive planning provides a roadmap to achieve goals in a predictable manner.

Connect Arlington recommends building off of the Town's completed sidewalk conditions analysis to develop a comprehensive sidewalk improvement program to implement and allocate funding to ensure the pedestrian network is safe and proactively maintained.



GOAL: A LOW-STRESS BICYCLE ENVIRONMENT

CONNECTING PEOPLE IN ALL AREAS OF ARLINGTON ON DEDICATED, COMFORTABLE FACILITIES

Developing a robust, interconnected network of dedicated bicycle facilities and amenities will make bicycling a safe, comfortable and practical option – a preferred choice - for more of Arlington’s residents, workers and visitors, no matter their comfort level – from beginner to experienced. More bicycling will also help to reduce greenhouse gas emissions and provide health benefits to users.

While a comprehensive Bike Master Plan should be considered to develop a truly comprehensive strategy, this plan recommends the below initiatives to achieving a low-stress bicycling network.

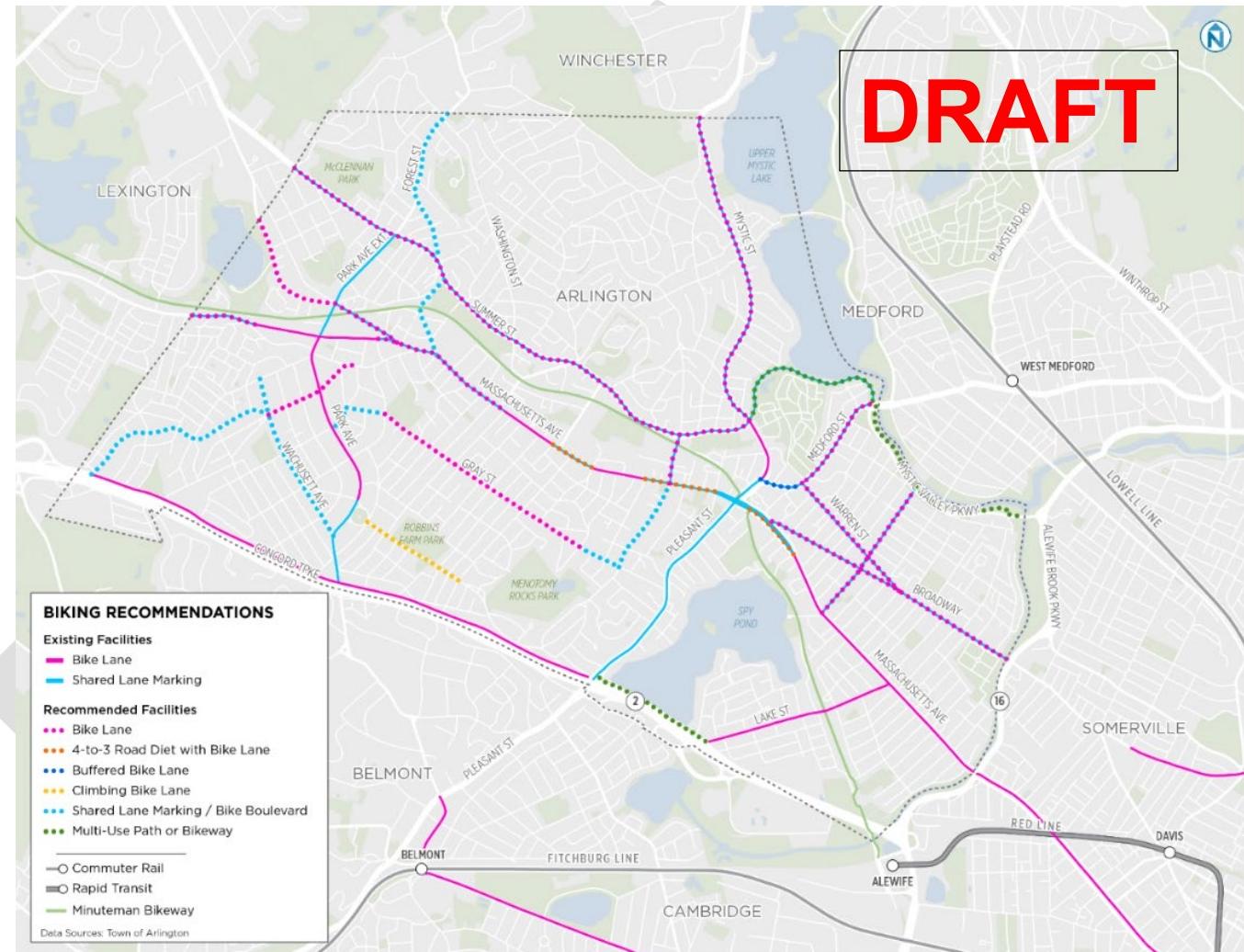
STRATEGIES:

- **Prioritize new bicycle facilities along corridors currently designated as Arlington’s “lane-sharing network” including:**
 - Complete the bicycle lane network along all of Mass Ave.
 - Prioritizing projects that connect to existing bicycle facilities in high conflict areas as to create a safe, contiguous bicycle lane network.
 - Prioritize corridors that provide safe facilities to schools and other community facilities.
 - Construct bike lanes on corridors that connect Arlington residents and workers more efficiently to regional transit.
 - Work with neighboring cities and towns to build bike facilities that connect to those in Arlington to enhance regional bicycle connectivity.
- **Establish dedicated or preferred bike routes (“bike boulevards”)** - low-traffic streets that provide safer bicycle travel parallel to high traffic roadways - on roadways that connect to neighborhoods and schools.
- **Add additional and upgrade existing bicycle parking along commercial corridors and at public facilities** to encourage more to choose a bicycle over a car trip because they know their bicycles can be parked easily and locked up safely.
- **Study potential to redesign high conflict intersections and rotaries/roundabouts to provide dedicated bicycle lanes** to encourage more bicycling by providing improved rider safety and comfort.

Developing a highly connected network of dedicated, preferably separated bicycle lanes and facilities is a priority recommendation of Connect Arlington.

Building out a town-wide network would provide safer, more comfortable and convenient facilities to encourage bicyclists of varying levels of experience and comfort to move around, reducing the need or preference to drive.

RECOMMENDED BICYCLE NETWORK



GOAL: TRANSIT RICH ENVIRONMENT

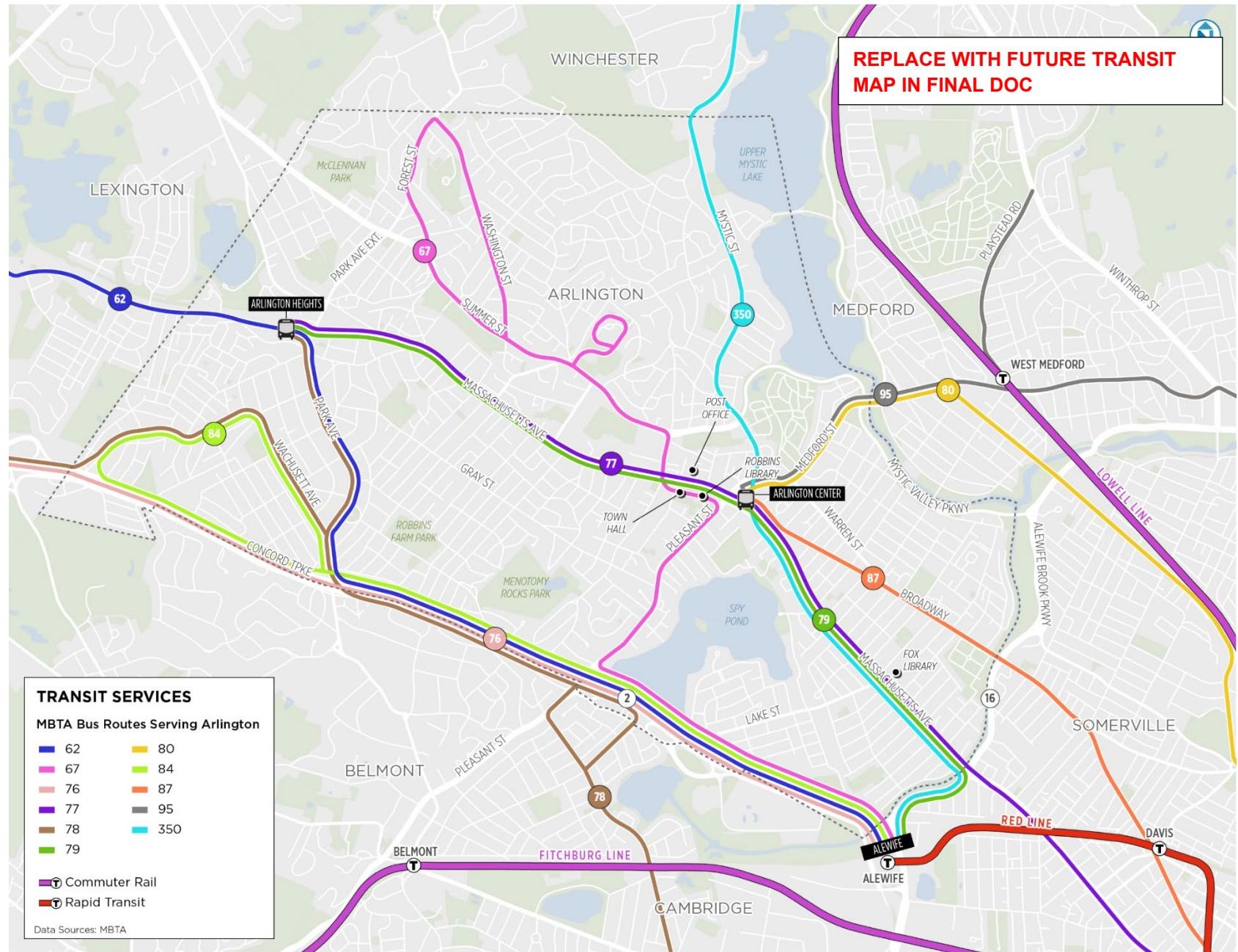
RELIABLE, FASTER AND COMFORTABLE TRANSIT TO ENCOURAGE RIDERSHIP

Arlington residents were clear about their desire for improved transit service throughout the planning process, even during the COVID-19 pandemic where physical distancing requirements resulted in decreases in transit use throughout the region. They recognized that transit could move more people, more effectively and efficiently over long distances than, or in combination with, other modes.

To provide more reliable, faster and comfortable transit, and encourage ridership, Connect Arlington priorities include:

STRATEGIES:

- Increase bus frequency on highest ridership bus routes – e.g., Route 77 – to reduce crowding and provide greater comfort.
- Study potential for and implement bus priority initiatives to reduce transit trip times and achieve (near) Bus Rapid Transit service in Arlington including through providing more bus priority lanes, queue jumps, transit signal priority (TSP) and intelligent transportation systems (ITS), level boarding platforms and other strategies that expedite bus travel, particularly in locations where congestion significantly decreases transit travel time.
- Enhance the bus stop experience to provide greater rider comfort and increase convenience by providing more seating at MBTA stops, more bicycle parking, co-locating bike share stations, investing in technology infrastructure and implementing micro-mobility hubs at bus stops along Mass Ave.
- Expand local transit options for Arlington residents and workers to enhance connectivity within Arlington and to and from neighboring towns and cities. Options include funding a local fixed-route service, contracting with a third-party micro-transit service, and/or partnering with neighboring communities to fund fixed-route services that enhance local connectivity.



GOAL: REDUCED CLIMATE IMPACTS FROM TRAVEL IN ARLINGTON

Transportation services and facilities are among the largest contributors to climate change. Reducing car trips, especially drive-along trips, and implementing sustainable policies and investing in sustainable infrastructure is essential to help reduce climate impacts. To accomplish this goal, Connect Arlington recommends the following:

STRATEGIES:

- **Reduce single-occupancy vehicle trips and emissions** by promoting mode shift from single-occupancy vehicle trips to alternatives like walking, biking, carpooling and transit use, and through coordinated land use and transportation planning (e.g., mixed-use development near transit and jobs).
- **Implement mobility recommendations included in the Towns Net Zero plan to reduce greenhouse gas emissions stemming from the transportation network and its users.**
 - Create and implement a plan to expand public electric vehicle charging at libraries, business districts, public parking and other facilities, both on- and off-street.
 - Adopt a zero-emission municipal fleet and charging infrastructure plan and policy that commits to complete transition to zero emission vehicle purchases by no later than 2030.
 - Advocate for improved utility rate designs to facilitate smart electric vehicle charging and accelerate EV adoption.
- **When designing and constructing any transportation facilities, include low impact, “green” design interventions and construction techniques to reduce climate impacts** including those that reduce impermeable surfaces to the greatest extent, reduce heat island impacts, increase water retention on-site, etc.

GOAL: POLICIES TO SUPPORT THE LOCAL ECONOMY AND RESIDENT QUALITY OF LIFE

Local businesses rely on all modes of transportation to connect customers to their businesses, workers to their jobs, and to deliver goods and services sold at or sent from their location. Connect Arlington recommends curbside, access and parking strategies that support local businesses and improve quality of life.

STRATEGIES:

- Consider changes to parking regulations and policies that more effectively manage public on- and off-street parking throughout Arlington including allocating funding to study parking along all of Mass Ave with an emphasis on East Arlington and Arlington Heights.
- Rethink the curb and design it to support competing users and needs more effectively, including designating zones for pick-up and drop-off activity, zones for increased service and delivery needs, and repurposing on-street parking areas for other modes including bus and bicycle travel, or recreation (e.g., parklets).

GOAL: RESPONSIVE AND TRANSPARENT TRANSPORTATION DECISION-MAKING

To provide a transportation network for all users and abilities, it is imperative that decision-making at all levels is clearly communicated and transparent. When and why specific programs and projects are prioritized and funded in any given year is essential given the competing needs for dollars available.

STRATEGIES:

- **Effectively communicate transportation project updates, construction impacts and other service issues proactively** to provide as much information about planned or known impacts in advance to residents, workers and visitors makes for a better, less stressful, and safer experience.
- **Develop and regularly update a Local Transportation Improvement Program (LTIP)**, to provide all Town departments and the public with a clear understanding of which transportation initiatives are in the pipeline, where in the process each initiative is, when it is planned for completion, and which funding is available (or potentially available – e.g., grants).
- **Test before you invest by implementing “tactical” infrastructure projects using low-cost, temporary materials** to rapidly address a traffic or safety issue, or to test out alternative street layout to provide facilities for other modes not currently provided.
- **Develop and implement a Neighborhood Traffic Calming Program to address safety concerns on neighborhood streets** through traffic calming measures.

TRACKING PROGRESS AND SUCCESS

Key to the success of any plan is identify mechanisms to track plan implementation and success. To that end, Connect Arlington includes a set of easily monitored metrics that Town staff can track over time to determine the effectiveness of initiatives recommended in the plan.

Tracking progress not only provides the Town the ability to identify and celebrate successes, but also the ability to pivot when initiatives underperform, or additional or alternative strategies are needed. These metrics will help to ensure that Town leadership and staff remain committed to achieving the plan goals, and the public the ability to see progress resulting from Town investments.

The metrics highlighted below were identified because they are simple to collect data and track on a yearly and multi-year basis. They are intended as potential measurements for the Town to track; however, additional or different measures could be identified over time should they be deemed to more effectively track progress.

MERICS	CRASHES	MODE SHARE	TRAVEL TIME	BIKE LANE MILES	SIDEWALK INVESTEMENTS
METRICS	Annual number of crashes in Arlington to track progress of enhancing safety.	Based on Arlington Annual Survey, how Arlington residents get around for work and other trips.	Surveys of Arlington commutes and other trips to track the value of infrastructure and technological improvements to shorten trip times.	Track total linear mileage of bicycle lanes to see how much progress has occurred to develop town-wide network.	Track total investment in sidewalks over to measure progress.
BASELINE	2020 Crashes	2020 Mode Share	2020 Avg Trip Time	2020 Total Mileage	2020 square feet of sidewalk constructed/repaired
YEAR TRACKED	# crashes	Yearly Mode Share	Yearly Trip Time	Completed in Year	Completed in Year
TARGET	Zero	TBD	TBD	TBD	TBD

DRAFT. FINAL METRICS STILL UNDER DEVELOPMENT